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WEATHER
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RUSSIANS CHECK SWEEP OF PINCERS TOWARD WARSAW

Only Northern Point Making Any Progress Toward Polish Capital.

RESISTANCE IS STUBBORN,
AND UPSETS GERMAN PLANS

Teutonic Allies Have Stiff Work Ahead of Them if They Hope to Take City.

STILL MUST CROSS RIVER BUG
On Western Front, French Success Is Admitted by Berlin Foreign Office.

Strongly Defending Ancient Capital

THE nature of the operations around Warsaw indicate the Russians have no immediate intention of withdrawing from the Polish capital. The Austro-German pressure from the north is making itself felt, the Germans having crossed the Narew River on a front of nearly thirty miles.

The fighting to the east of the Vistula River, in Southeastern Poland, is not so severe now. Both Berlin and Vienna say that comparative calm prevails in that quarter. The Russian opposition here has been well sustained, and the Russians have made several attempts to break the Austro-German line, but the result is not definitely known.

In addition to having moved heavy forces over the Narew, the Teutonic allies have made an advance in the direction of the Bug, with an important railway as their objective. Some progress also is recorded to the south, with the storming and capture of two villages, lying about ten miles south of Warsaw.

Severe fighting has taken place on the western line in the Vosges. French troops have stormed and carried strong German defensive works between La Fontainele Heights and the village of Launay, more than 700 unarmoured Germans being taken prisoner. Berlin admits that the French have established themselves in portions of the German trenches in the Vosges.

The latest Italian official communication lays no claim to the capture of Gorizia or the evacuation of that town by the Austrian general staff, both of which reports have been current, merely asserting that all Austrian attacks along the Isonzo front have been put down.

LONDON, July 25.—Only the northern point of the pincers, which the Austro-German forces are moving more than a week have been trying to close around Warsaw and the Russian armies in the Polish salient, has made any progress during the last few days. This point has forced its way across the Narew River between the fortresses of Pulask and Iwan, and is advancing toward the Bug River, which stands for the greater part of the way between it and the Warsaw-Vilna railway, its objective.

The other point, which Field Marshal von Mackensen is directing at the Chelm-Lublin railway, has hardly gained a yard of ground since it reached the village of Relovetz, just south of the railway.

In offering stubborn resistance to the German advance, the Russians are making a continual threat at von Mackensen's flank along the Bug River from the east of Chelm to east of Lemberg. Between Krytow and Sokol their attacks have been particularly severe, compelling the Germans to send reinforcements to meet them.

Along the Vistula, to the south and west of Warsaw, there has been little change, except for the occupation by the Germans of some positions evacuated by the Russians when they drew in their line.

STILL HAVE BROAD BUG
WITH FORTRESS TO FACE

While Warsaw is under heavy pressure, the Teutonic allies have a lot of stiff work before them before its capture. After crossing the Narew they still have the broader Bug, lined with fortresses, to face.

Many are of the opinion that the most dangerous attacks at the moment are those which are being made in the Provinces of Courland, Kovno and Grodno, at the lines of communications between Warsaw and the northern interior of Russia. These attacks are for the most part by cavalry, and doubtless will be met in due time by the concentration of Cossacks in these regions.

The French report another success in the Vosges at Ban-de-Sapt, where they claim to have taken more than 800 unarmoured prisoners. The Germans admit the loss of a portion of their trenches there.

There is no diminution in the Italian offensive along the Isonzo River, which the Italians say is proceeding favorably for them, but which the Austrians declare is meeting with no success.

GERMANS TAKE TWO VILLAGES
TEN MILES FROM WARSAW

[Special Cable to The Times-Dispatch.] LONDON, July 25.—The Germans have stormed and captured two villages within ten miles of Warsaw from

Bend's Every Effort to Defeat Becker

District Attorney "Keeps Open House" in Preparing for To-Day's Court Struggle.

[Special to The Times-Dispatch.] NEW YORK, July 25.—District Attorney Perkins kept "open house" at the Criminal Court building all day in his preparation to defeat the application of Charles Becker for a new trial, which will be heard to-morrow. Mr. Perkins had spread before him all the evidence and affidavits in the case, and paid particular attention to the disclosures of Murphy, the Sing Sing convict, who has asserted he heard the three informers "framing" Becker in the Tombs.

It was stated that Rose, Webber and Vailon were examined by the district attorney, together with other witnesses, but Mr. Perkins refused to discuss the identity of the witnesses or the nature of his inquiries, stating that he would have nothing to say about the case until he appeared in court to-morrow. It is known that he has sent for Frank J. Groehl, Royal H. Weller, James A. Delahanty and Robert Taylor, who were active for the prosecution at the former Becker trial.

Jack Rose left the Hotel Maryland this morning, saying he would be back in the city to-morrow if he was wanted. An emissary from the district attorney's office saw Webber and Harry Vailon.

Great importance is placed on the recantation of the negro, Marshall, who is wanted by both sides, but the district attorney's office would not say whether he had been located. It was rumored that Marshall was in jail in Pittsburgh.

Mr. Perkins is prepared to argue the case to-morrow, but, it is said, he does not want to go any further. Counsel for Becker will insist that witnesses be put on the stand who have come forward with disclosures with the idea of impressing the court with the fact that these men, who counsel was not aware of what they knew when Becker was tried before.

CHURCH CALLS UPON NATION

Intercession Services for Success of Allies Held Throughout England.

[Special Cable to The Times-Dispatch.] LONDON, July 25.—The Right Rev. Arthur F. W. Ingram, Bishop of London, this evening conducted a huge open-air intercession service on the steps of St. Paul's Cathedral for the success of the arms of Great Britain and her allies, to which 3,000 territorialists marched in a body. Twenty thousand persons were present. In his address, the bishop said, in part:

"The soul of England will free the world again; no calamity could be more awful to contemplate than, at this juncture, the fall of the history of the world, England should fall."

"The call which has been addressed to the nation for voluntary military service is the greatest call that could be addressed to any nation, and no other nation would have believed it possible. This is the last time we can answer to this call voluntarily."

"We are fighting for the freedom of the home, the liberties of the world and the honor of the Christian religion."

"Christ upon the cross was opposed to the revival of the pagan doctrine that might was right. The church calls upon the nation to say that no sacrifice matters if we win."

Similar services were held in all the free churches of the kingdom to-day.

SUBMARINES BUSY AGAIN

German Undersea Boats Destroy One French and Four British Vessels.

LONDON, July 25.—German submarines to-day resumed their activity in English waters, sinking a French steamer and four British trawlers. One of the undersea boats is reported to have been destroyed by bombs and gun fire.

The French steamship Danae, bound for Liverpool for Archangel, Russia, was sunk off Cape Wrath, Scotland. The trawlers Henry Charles, Kathleen, Activity and Prosper were sent to the bottom in the North Sea. The crews of all the vessels were saved.

The Danae was attacked by two submarines. The crews of the trawlers state that one of the underwater craft was sunk by means of bombs and guns fired from the trawlers.

The Danae was a vessel of 1,505 gross tonnage, and was built in underland in 1910. She was 267 feet long, 35 feet beam, and drew 14 feet of water.

British Steamer Sunk.

LONDON, July 25.—The British steamer Frith (406 tons), of Aberdeen, bound from France for Firth of Forth, was torpedoed to-day by a submarine in the North Sea. Four of the crew were killed by the explosion. The Grimby trawler Perseus was destroyed to-day by a mine. Her crew of ten was killed.

STRONGHOLD IS TAKEN

Famous Cement Trenches Now in Hands of Italians.

[Special Cable to The Times-Dispatch.] GENOA, July 25.—Information from Udine states that Podgora, which dominated Gorizia, has been almost entirely won and its summit, Monte Calvario, crowned by five forts armed with heavy artillery, is in Italian possession.

The famous heavily-armed cement trenches, with sliding steel windows and a system of communicating corridors, excavated in the solid rock, were won step by step. The artillery had the arduous task of silencing the Austrian guns and battering openings in the trenches. As the Italian infantry forced a trench the retiring Austrians would leave a cement barricade, cutting off further pursuit.

Fuentes Made President.

SANTIAGO, CHILE, July 25.—The presidential electors met to-day, and by a majority of five votes chose Juan Luis San Fuentas president of the republic. Parliament will meet on August 31 to confirm the election.

BOARDS PUSHING PLANS OF DEFENSE

Reports of Army and Navy Officials Are Almost Ready for Wilson.

BIG INCREASE PROPOSED

Many New Warships and Land Force of 500,000 Men Suggested.

WASHINGTON, July 25.—Pending President Wilson's return from Cornish, N. H., when he will formulate with Secretary Garrison and Secretary Daniels what the White House has announced would be a sane, reasonable and practical program of national defense, army and navy officials are busy assembling the information upon which the new military policy will be founded. No announcements have been made as to what the army and navy boards at work on the needs of the respective services have concluded, but it is known that both have their work well advanced. It had been planned to lay the reports before the respective secretaries within a month or six weeks, but in view of the White House statement it was regarded as probable to-night that they would be rushed to completion and submitted within a few days.

NAVY WILL RECOMMEND

BIG SUBMARINE INCREASE

It is definitely known that navy plans contemplate a big increase in submarines, the building of thirty and perhaps fifty being recommended; that several battle cruisers will be urged, and at least four Dreadnoughts, and that a big increase in the auxiliary fleet and in navy air craft will be sought. Several additional small navy yards to serve as submarine bases also will be suggested, it is believed.

Such a program would carry with it of necessity an increase in navy personnel, and probably the enlargement of the academy at Annapolis where navy officers are trained.

Army plans look to the building up of an army of 500,000 men, regulars and militia, within territorial United States. This has long been the figure at which army officers placed the needs of the country for defense.

SCHEME TO FEDERALIZE

MILITIA MAY BE ADVANCED

To make the plan efficient, it is believed that some scheme to federalize the militia will be advanced, and also that methods of building up reserves for both the regulars and militia will be proposed.

Another feature to receive attention probably will be plans for training officers for the volunteer forces. Enlargement of West Point may be recommended.

This general plan contemplates, it is understood, only the mobile forces. The coast artillery, garrisons for the Canal Zone, Hawaii, the Philippines, Alaska and Porto Rico will be considered separately.

Great attention will be given to presenting fully to the President the material problem. Army officers hold that ample equipment of field guns, rifles, machine guns and heavy field ordnance must be made in advance.

Field gun ammunition and small arm cartridges can be turned out in a hurry. It is said private plants to make these have increased many-fold under the stimulus of European contracts.

NATIONAL DEFENSES

"WOEFULLY INSUFFICIENT"

NEW YORK, July 25.—The report of the army committee of the National Security League, of which Henry L. Stimson, former Secretary of War, is chairman, characterizes the military defenses of the country as "woefully insufficient," and indorses the recommendations of the general staff of the army. "Made repeatedly to Congress," for the army, the committee said, "the report, made public to-night, also indorses 'the repeated recommendation made to Congress for providing adequate reserve of arms, ammunition and all classes of war material.'"

The country's total defensive mobile force consists of about 25,000 regulars and 60,000 militia, according to the report.

"Quite aside from its weakness in numbers," the report continues, "this force would be poorly trained, hastily and ineffectually organized, ill-balanced, incompletely equipped and lacking in such essentials as light and heavy artillery and ammunition to serve it. With ordinary fortunes of war, the probable outcome is so apparent that it need not be stated."

The report points out that the great armed nations of the world have sufficient merchant shipping "to transport to our shores, in a single expedition, a much larger force than we can possibly concentrate against it."

Such a force could easily land on the country's open coast, it is stated.

"The only sound conclusion," says the report, "that can be drawn from an unbiased and dispassionate consideration of the facts, is that our defensive arrangements on land and sea are woefully insufficient to meet the requirements of adequate national defense."

BATTLESHIP IN TROUBLE

Ohio Loses Propeller Blade on Way Up West Coast.

[Special to The Times-Dispatch.] WASHINGTON, July 25.—Rear-Admiral Benson, chief of operations of the Navy Department, received a radio message this evening that the battleship Ohio, on the way up the west coast to San Francisco, had lost a propeller blade. The Ohio is one of the battleships taking the midshipmen on their practice cruise to San Francisco. She is proceeding under her own steam. Admiral Benson has ordered a duplicate of the broken blade sent to San Francisco, where it will be fitted on the arrival of the Ohio at that port.

GREED FOR MONEY VS. HUMAN SAFETY

Secretary of Commerce Shows Attitude of Company Owners Eastland.

LETTERS ARE MADE PUBLIC

Objections Had Been Made to Complying With Provisions of Seaman's Law.

SYRACUSE, N. Y., July 25.—William C. Redfield, Secretary of the Department of Commerce, who is in Syracuse, to-night, made public correspondence between the St. Joseph-Chicago Steamship Company, owners of the steamer Eastland, and the Department of Commerce, relating to the new seaman's act.

Secretary Redfield believes that under the seaman's act the passenger-carrying capacity of the Eastland could have been reduced from 2,570 to 1,552. The steamship company opposed the seaman's bill. The correspondence comprises four letters. In the first letter, W. H. Hull, general manager of the steamship company, registered a protest, under date of June 25, 1915, against the seaman's bill being made effective November 4, and expressed the belief "that an opportunity should be given to have this act modified or entirely canceled."

CANNOT SAY WHAT

LAW MUST BE OBEYED

To this Secretary Redfield replied June 28:

"Your favor of the 25th inst. is received. Power is not given to me to say what laws shall be obeyed and what shall not be obeyed. What is it specifically in the law to which you object?"

On June 30, Mr. Hull wrote: "Replying to that portion of your letter of June 28, in which you ask, 'What is it specifically in the law to which you object?' I can answer this in no better way than to state the effect it would have on the operation of our steamer, Eastland."

"This boat is operating this season from June 12 to September 8, inclusive; is licensed to carry 2,570 people; is equipped with life preservers for that number of people and has life rafts and lifeboats capacity until the last inspection for 771 people."

"In order to keep her maximum carrying capacity at the present figure we would have to increase her equipment in life rafts and lifeboats 68 2-3 per cent. This is a physical impossibility. If it were possible to pull this amount of equipment on the Eastland, the weight that would be added to her upper deck would make the boat difficult to handle."

WOULD MEAN DECREASE

OF OPERATING REVENUE

"If our life-saving equipment is allowed to remain as it is at present our carrying capacity would be decreased 40 per cent, or 1,028. You can see that a daily reduction of 40 per cent in carrying capacity would amount to considerable during the season in operating revenue."

"The requirements of the seaman's bill relating to certificated lifeboat men and able seamen would increase the number of our crew and would afford an opportunity to able seamen to fix an arbitrary wage and tie up the boat without provocation. Even if our traffic would stand an increase in the passenger rate, and it certainly will not, the increased operating expenses and the fact that we would be at the mercy of the seamen would render it impracticable for us to operate. In addition to that, there is no reason for an increase in life-saving equipment on this run."

"The boat in question is constructed of steel throughout. Her run between Chicago and St. Joseph is approximately sixty miles, which she will make on an average of three hours and ten minutes. She is at no time in excess of one hour and thirty-three minutes from shore, and at all times on her run is within ten to sixteen minutes of all steamers. Assistance in case of trouble could readily be secured from other steamers and the ports of Chicago, Michigan City, Milwaukee, St. Joseph and South Haven."

WOULD BE IMPOSSIBLE FOR

BOAT TO MAKE EXPENSES

"I sincerely believe it will be impossible to operate this boat under the seaman's law and make expenses. The law will naturally affect the stock and the bonds, and in the case of a great many companies will render their bond issues practically worthless."

"I realize, as you state, that it is very difficult to merely enforce the law, but I have taken the liberty of stating to you that we specifically object to that portion of this law relative to life-saving equipment, able seamen and certificated lifeboat men and give the reasons therefor in answer to your above question."

To this, Secretary Redfield replied, July 14, expressing appreciation of the frankness of Mr. Hull's letter in giving details of the operation of the Eastland. Secretary Redfield wrote:

"I note that this is a steel, summer service boat, running from June 12 to September 8, during which period it is, under present rules, permitted to have lifeboats and rafts for 30 per cent of all on board (of which 75 per cent may be rafts) and life preservers for every one carried."

"This has been permitted from May to October on the Great Lakes because of the fine weather. Under these conditions, you are licensed to carry 2,570 people (2,500 passengers, seventy crew), and have lifeboats and rafts for but 771, with life preservers for all. You mention that your vessel is at times in excess of an hour from shore (at midlake one hour and thirty-five minutes)."

"The Chesapeake Way to Baltimore. Best and fastest always, but especially popular now. Cool, delightful sail these warm evenings. Only \$2.50 one way. \$4.00 and \$1.00 round trip. Cheap excursion fares and \$1.00 round trip. Inquire York River Line, 301 East Main."

CHICAGO DEATH SHIP GIVES UP 901 BODIES

Thousands of Grief-Stricken People
Pass Down Long Lanes of Silent Dead

CHICAGO, July 25.—Sorrow, which spread over the city with the Eastland disaster and beclouded a thousand homes with poignant grief, hung lowest to-day over the forms of the victims in the drill hall of the Second Regiment Armory.

There was little sign of violent emotion, though everywhere the tenseness of repression was apparent. Men and women, boys and girls, and even little ones, here in many cases of all their loved ones, though they shook with sobs, made no outcry as they beheld their dead. Some few collapsed, and were cared for by Red Cross nurses. But of the thousands who through the night and day visited the armory, not more than 100 needed aid.

All through the night, long after load of bodies was received at the morgue, and through the morning, at less frequent intervals, the procession continued.

As fast as the bodies were identified and record was taken by the coroner's office, and they were then

turned over to those who claimed them. Early to-night less than 100 bodies were left in the armory.

Many of the bodies bore no signs of struggle. Calm and still, their faces lay untroubled and uncovered to aid in identification. Here and there, however, was one with distorted limbs, with bruised head or torso. Perhaps the most pitiful were the bodies of babies.

In the Red Cross room there were many scenes of sorrow. One aged woman kept repeating, "All gone, husband, son, his wife and their two children."

One man, bowed with years, screamed and struggled with those about him when he saw the bodies of his wife and children. "The men are the hardest to control when they do give way," said the physician in charge of the relief room.

From the first word of the disaster till late to-night, neither Coroner Hoffman, his aids, nor any of the higher police officials took any rest.

WIVES AND SWEETHEARTS WELCOME BLUES HOME

Battalion Returns in Good Order After Journey of 8,000 Miles.

BOWLES COMPLIMENTS MEN

Great Throng Gathers at Main Street Station to Greet Soldier Boys Back From Wonderful Trip to Pacific Coast.

As conquering heroes return home for rest and a fair division of their spoils, so the Richmond Light Infantry Blues Battalion came back to their own in the early hours of yesterday morning. It was an hour before the light of day when their long train of ten cars drew slowly into Main Street Station, but many a travel-worn soldier peeped from his bunk to try to glimpse a sight of some familiar landmark, a surety that he was home at last, and then turned him on his side for another nap before the reveille should sound. At the ends of the cars sentinels watched silently, and if one of them dozed occasionally—as who would not after so long a trip?—there was no one to see.

Shortly before 7 o'clock the bugles blew, the soldiers shuffled from their berths, hurriedly strapped on their uniforms, and stepped to the platform in regular order. Details looked to the removal of the baggage. The gates were flung wide, and Captain James McGraw, Jr., of Company C, who had been unable to take the trip, saluted his commanding officer. With him was a detail of others who had been left behind by circumstances, and the Blues' Band was drawn up beside.

MOTHERS, WIVES AND SWEETHEARTS CROWD PLATFORM

The outer waiting place was crowded with fathers, mothers, brothers and sisters, wives and sweethearts, and just plain, ordinary, everyday friends, come down in the cool of the morning to bid the boys welcome home again. The band burst into music, a glad music that wiped the last traces of sleep from the eyes of the soldier boys and brought to them the lightness of spirit which springs only from one's native hearth.

The stentorian tones of the commanding officers shouting their orders could be heard the handclapping of the civilian men and the soft notes of the girls and women huzzinga their sweeter welcome.

Weariness was forgotten by the homecomers. For all the richness of pleasure they had received on their continental tour, they were glad to be home once more, and there was joy beyond measure among those who had come down from every street and avenue to see that their khaki-clad sons and brothers were sound in heart and body.

MANY BUTTONS GONE, BUT NO HEARTS STOLEN

There was secret satisfaction among many that those who were sweethearts before they went away to the land of the Golden West were sweethearts still. It may be remembered that warning had been given that the daughters of the newer land had sworn that they would not confine themselves to stealing silver buttons from the Virginia boys, but that they would go further and steal from some Richmond girl her soldier's heart.

It was not so. There was only a faint remembrance of the fair ones who live about the Golden Gate and in sunny San Diego. So it came about that the morning sunshine was made more radiant by the happy smiles of the women who had done their part in waiting, and the girls felt safer in the dear knowledge that all their trysts had not been in vain.

Of course, all this is aside from the main subject in hand, so far as dry columns of a daily are concerned, but for many it was the matter in chief. When the first excess of excitement had subsided to some degree of control and messages of the eye and whispered words had given way to the sterner duties of the moment, Major Bowles, proudest man of them all, because he was so proud of his men, gave the order, and the battalion marched from the station to the street.

STREETS LINED WITH ADMIRING THROUGHS

Both sides were lined with admiring throngs, and from station to armory

(Continued on Seventh Page.)

CRIMINAL NEGLIGENCE EVIDENCE IS OBTAINED

Papers Taken From Captain's Cabin Show Permission to Carry Only 2,000 Passengers.

INVESTIGATIONS UNDER WAY

Federal, State and City Officials Determined That No One in Any Way Responsible for River Horror Shall Escape Punishment.

CHICAGO, July 25.—Three investigations into the Eastland disaster were in full swing here to-day. Dickerson N. Hoover, government steamboat inspector, and Federal Supervisor Charles Westcott arrived from Washington and conferred with the local inspectors who began to gather facts for the Federal grand jury, ordered impaneled on Tuesday.

A considerable portion of the blame for the Eastland disaster rests upon the United States Inspection Bureau," said MacLay Hoyne, State's Attorney, in statement to-night regarding his investigation of the wreck. "If the inspectors had done their duty the accident could not have occurred. We know the ship was considered unsafe by them because I have copies of letters sent to Washington which predicted yesterday's occurrence. I may introduce these letters at the inquest."

MacLay Hoyne, State's Attorney, had a full force of men locating witnesses to go before the grand jury which will be impaneled to-morrow. The entire police department was active. That evidence of criminal negligence in connection with the wreck had been obtained by them was hinted by C. C. Healey. He said valuable information was found in the inspection papers seized yesterday in Captain Harry Pedersen's cabin.

Two documents were taken. These papers, according to the major information obtainable, showed that following inspection, the boat was to be permitted to carry 2,000 passengers and a crew of seventy. Chief Healey refused to discuss the papers other than to admit he had them and that he would turn them over to State's Attorney Hoyne.

NO DOUBT IN HIS MIND OF CRIMINAL NEGLIGENCE

"Has there been criminal negligence?" the chief was asked.

"There is no doubt of that," Chief Healey answered.

Coroner Hoffman issued the following statement today:

"I intend to use every effort within my power to punish every person directly or indirectly responsible for this disaster. None shall escape. I am ready to co-operate with any official, city, State or national, in fixing the responsibility."

Numerous theories were advanced to account for the accident, but evidence thus far obtained made no single one more probable than another. One theory given credence by many was that the water ballast had been pumped out to lighten the boat, and the weight of the large number of passengers, crowded to one side, naturally turned her that way.

Another theory was that the boat was simply overcrowded, while a third was that the bow of the boat had become imbedded in the mud and that when her engines were started and she did not release herself, the boat careened and the weight of the passengers carried her over.

Faulty construction, alleged by some as the cause, was denied by both owners and inspectors alike.

Dickerson N. Hoover, acting supervising inspector-general of the steamboat inspection service, on his arrival, said:

"All I am here for is to impress upon the local inspectors the grave importance of a thorough investigation. If I want to know it, if it is some other cause, I want to know that. There is no one more interested in getting to the bottom of this situation than is the department at Washington."

VESSEL WAS CONDEMNED BY NAVAL ARCHITECT

Copy of a letter from a naval architect condemning the construction of the Eastland will be used by State's Attorney Hoyne in his investigation of the disaster. It was learned to-day. The

(Continued on Second Page.)

DIVERS CONTINUE GHASTLY SEARCH IN VESSEL'S HULK

Believed That List of Victims Will Remain at Approximately 1,000.

OF ALL UNACCOUNTED FOR, 475 THOUGHT TO BE SAFE

Remainder May Be Found Crushed in Mud of Chicago River.

WHOLE CITY IS IN MOURNING

It Is Just Beginning to Realize Horrible Extent of Marine Disaster.

CHICAGO, July 25.—Bodies of 901 persons, drowned when the steamship Eastland capsized at its wharf in the Chicago River, had been recovered to-night, after forty hours of searching by divers.

The total dead remained at approximately 1,000, according to estimates by Coroner Hoffman, whose reports indicated that possibly 100 bodies were held in the mud of the river by the steamer's superstructure. While only 1,002 of the 2,408 passengers of the Eastland have registered as saved, it was thought that about 475 survivors, including the crew of seventy-two, had failed to report.

About threescore bodies were recovered from the wreck before dark to-night, but after that divers discovered only one corpse before they quit work for the night.